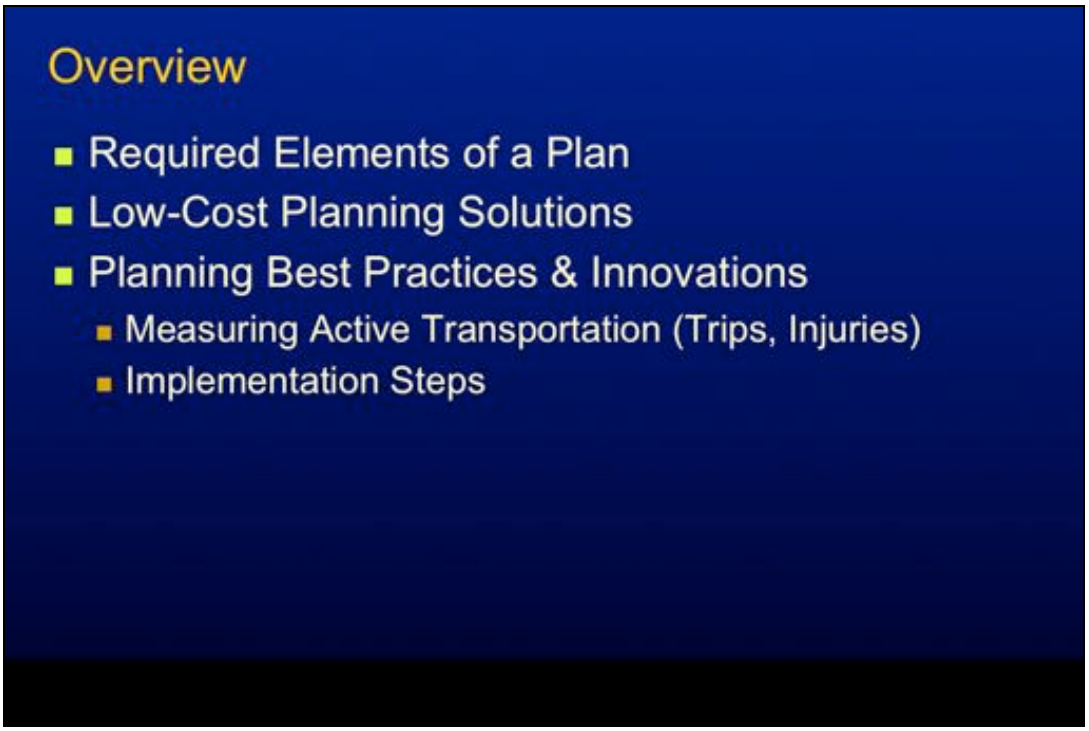
Developing Effective Active Transportation Projects and Programs

Support for Disadvantaged Communities

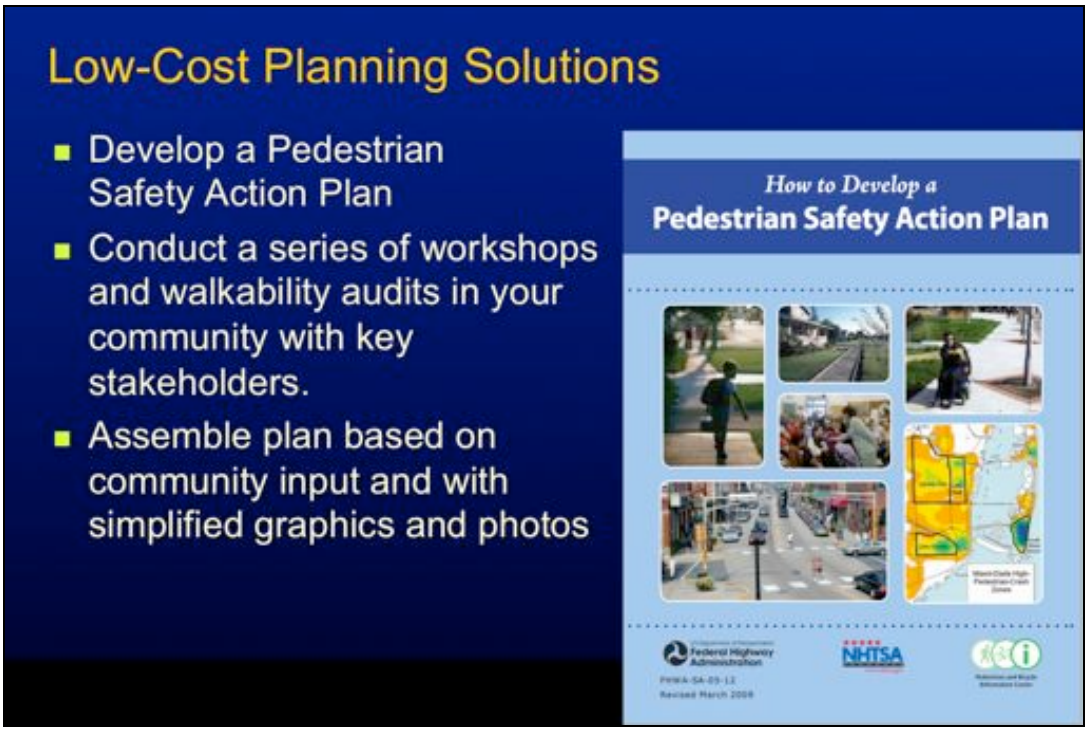
Module 10 Developing Active Transportation Plans

Caltrans | California Bicycle Coalition | California Walks | Local Government Commission | rails-to-trails conservancy


Overview
Required Elements of a Plan
Low-Cost Planning Solutions
Planning Best Practices & Innovations
Measuring Active Transportation (Trips, Injuries)
Implementation Steps

Required Elements of a Plan

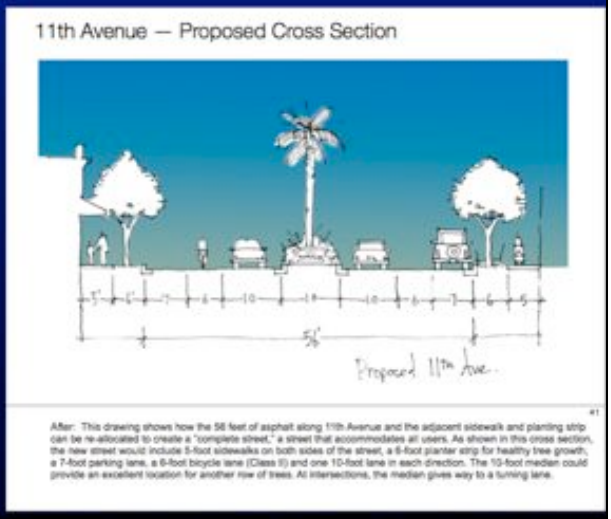
- See ATP Guidelines (page 10-11) for full list
- Major Elements:
  - Walk/Bike Mode Share
  - Maps of Walk/Bike Facilities, Collisions, & Land-Use Development Patterns
  - Maintenance Policies & Procedures for Walk/Bike Facilities
  - Description of Community Involvement in Plan Development
  - Implementation Steps & Public Reporting



In small communities it is possible to develop low-cost plans. One example is to work with the Pedestrian Safety Action Plan (PSAP) template developed several years ago by the Federal Highway Administration. Typically the PSAP is prepared through a facilitated 2- or 3-day process with local staff and representatives from the community (including advocates, persons with disabilities, seniors, etc.). They are led by two experts in pedestrian safety who work with the local representatives to fill out the template. At the end of that period local staff will have a draft plan that they can refine in a few weeks.

Low-Cost Planning Solutions

- Design Mini-Charrette can work well if dealing with a focused area (one street or corridor) or small town
- 2 to 3 days of walk audits, participatory workshops, etc.
  - Plan assembled with slides from final presentation
  - Notes for each slide describe recommendations, changes, process, etc.



Example: Main Street Plan for Delano, CA

Another low-cost planning solution that can work well in a small town or when dealing with one street or corridor is to conduct a 2- to 3-day mini-charrette in which a design team works with local staff and community members through walk audits, participatory workshops, etc. to develop a plan in a short period of time.

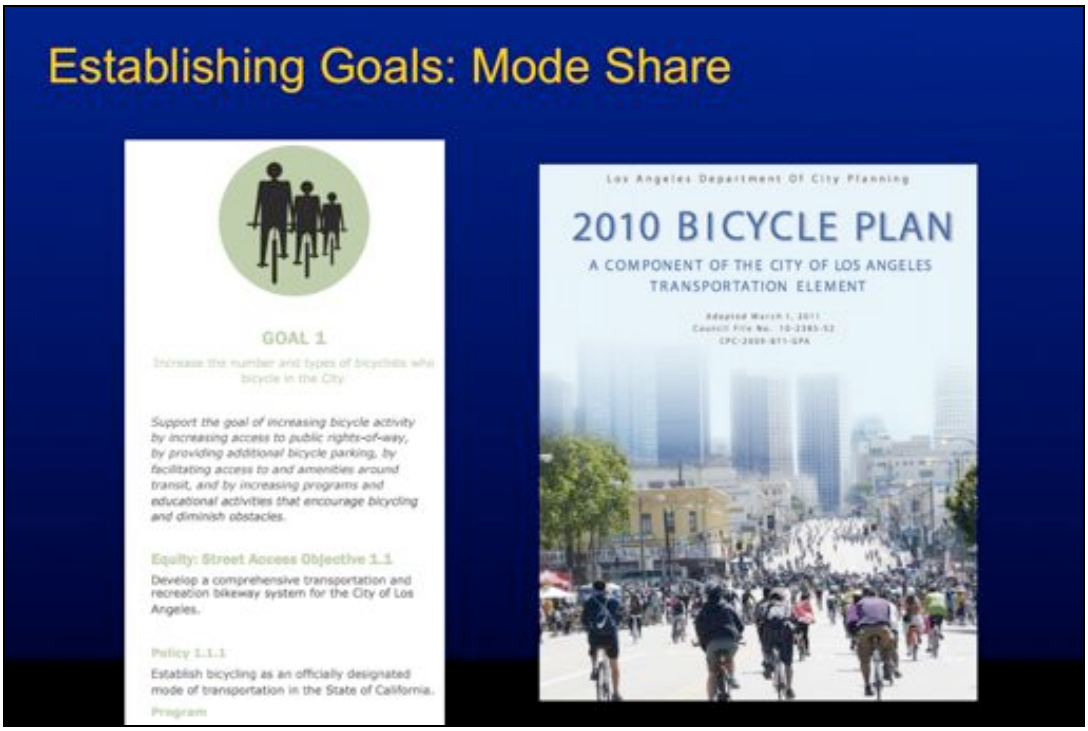
Exercises that can be done during a half-day Walkable Community Workshop or a Mini-Charrette.

Planning Best Practices & Innovations

- Measuring Active Transportation (Trips, Injuries)
- Taking a Network Approach
- Wayfinding
- End-of-Trip Facilities
- Access to Transit
- Maintenance
- Implementation Steps

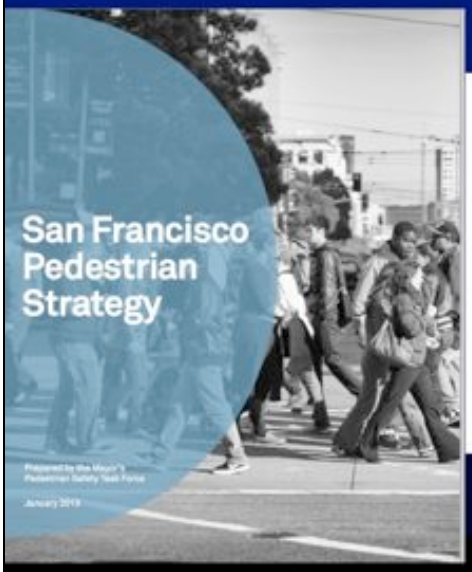
Measuring Active Transportation

- Measure Trips & Set goals
  - Existing number
  - Existing proportion
  - Future number and proportion
- Collisions, Serious Injuries & Fatalities
  - Absolute numbers
  - Proportion of all collisions
  - Goal for improvement



Examples of goals from different plans.

Establishing Goals: Safety



Goals

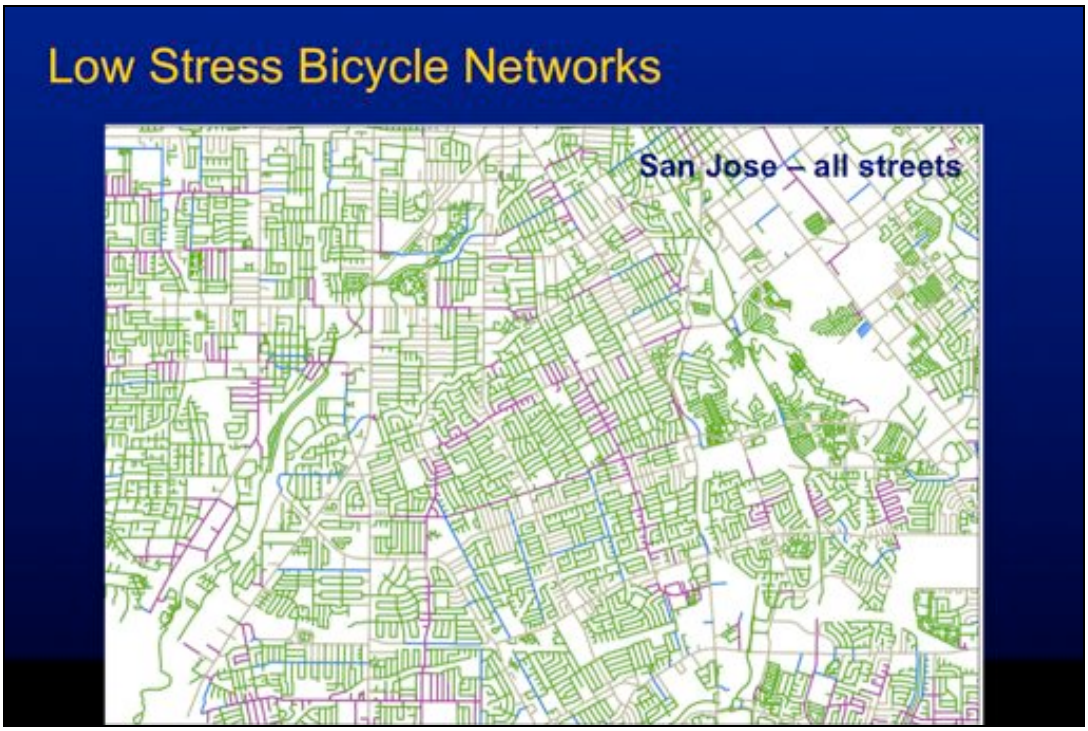
1. Reduce serious and fatal pedestrian injuries by 25% by 2016 and by 50% by 2021
2. Reduce inequities among neighborhoods in serious injuries to pedestrians
3. Increase walking and reduce short trips (< 1 mile) taken by car by 25% by 2021.
4. Provide high-quality walking environments

Measuring Active Transportation

- Include a Land Use Map

Taking a Network Approach

- Walk/Bike Network Maps
  - Existing and proposed walk/bike facilities including trails
  - Show safe routes to schools
  - Show safe routes to transit
  - Show low-stress network



Slides 13-26: Low-Stress Bicycle Networks

Bikes are allowed to ride on any street, and so your street network really goes everywhere, but… most people won't ride on every street, so this new classification system separates the streets by levels of traffic stress. You can see the stress level indicated by color on this map.

Scroll through to illustrate the various stress levels.

Note the separation from traffic with LTS 1

Low Stress Bicycle Networks

Level of traffic stress 1

Low Stress Bicycle Networks

Level of traffic stress 1

Note the single lane and wide bike lane for LTS 2

Note the open car door ahead for LTS 3, and the bike lanes next to a busy, fast street

Low Stress Bicycle Networks

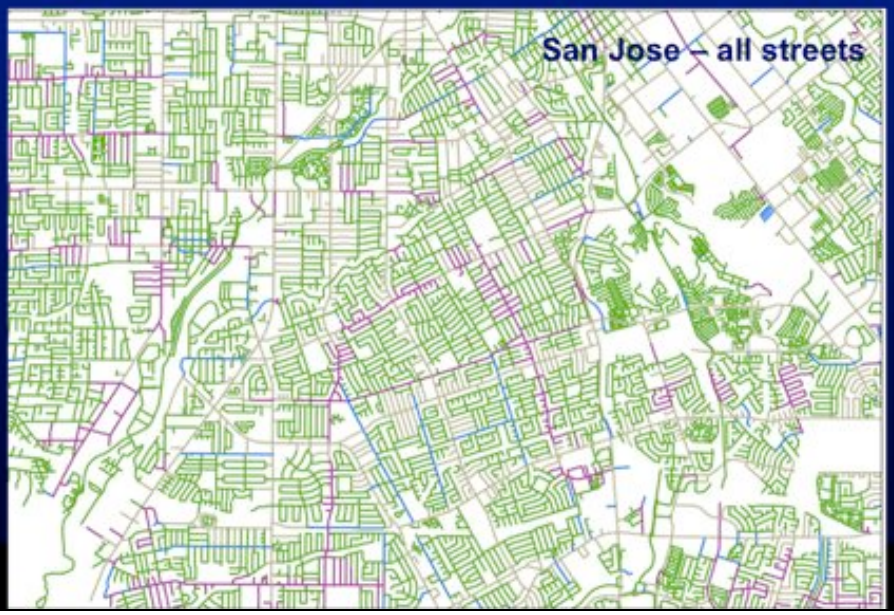
Level of traffic stress 3

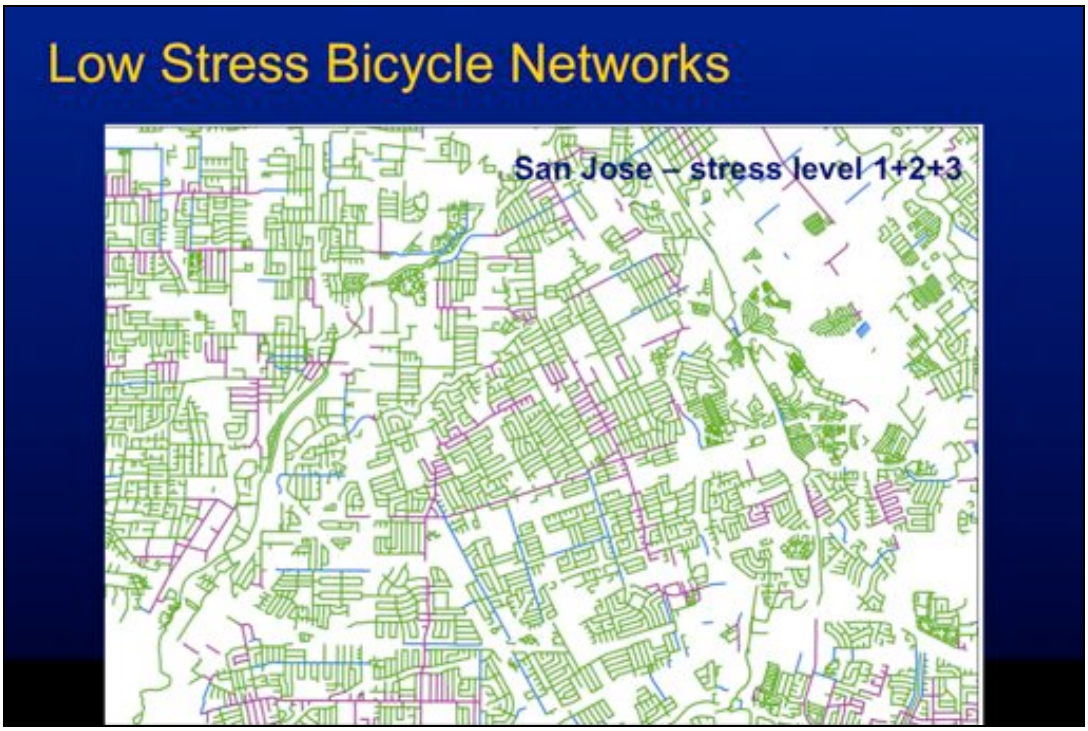
Note the bike lane disappearing at the intersection for LTS 4, or the total lack of bike lane

Low Stress Bicycle Networks

Level of traffic stress 4

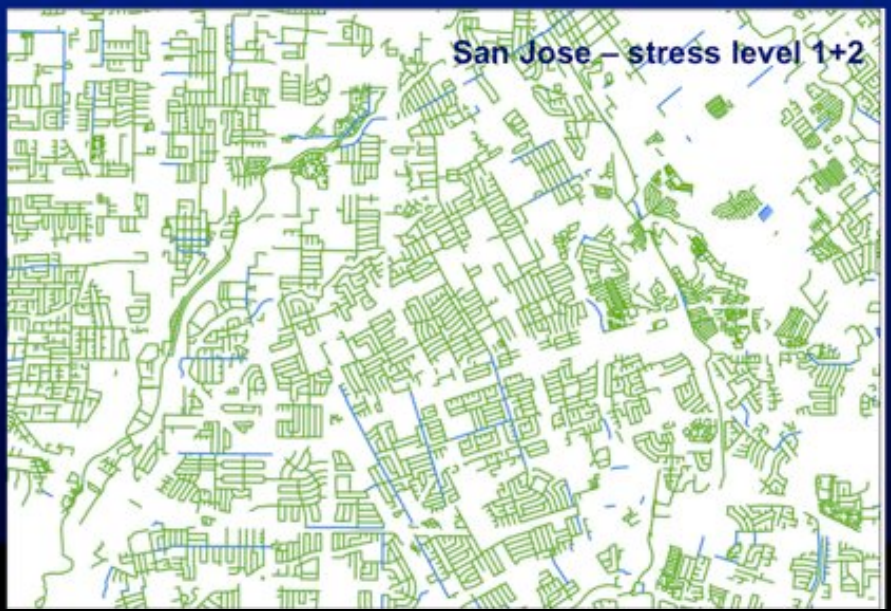
Low Stress Bicycle Networks



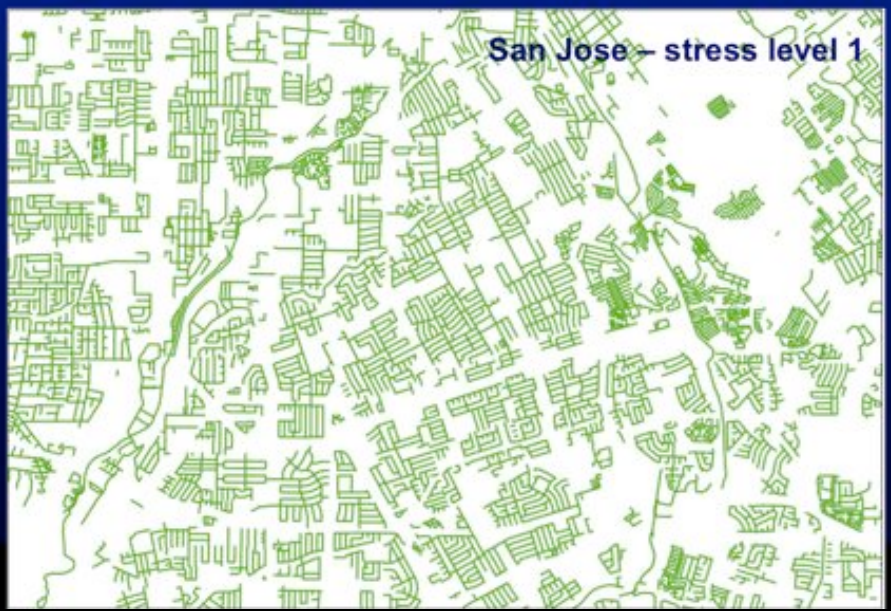


As we drop out streets with higher level of stress we see the challenge in traveling outside small pockets of the City.

Low Stress Bicycle Networks



Low Stress Bicycle Networks



Wayfinding

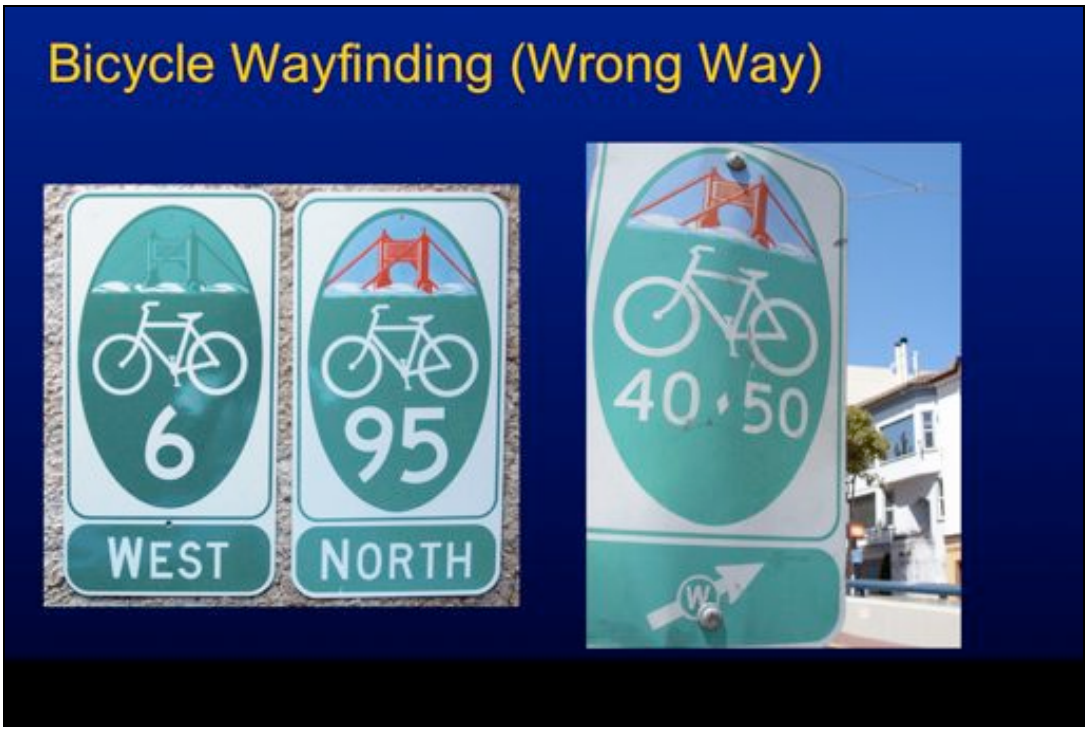
- Best Practices
  - Direction
  - Destination
  - Distance
  - Design
- For pedestrians, provide an area map

Way-finding Signs

Any good sign has the 3 Ds: direction, destination, and distance that apply to both pedestrian and bicycle wayfinding

Pedestrian wayfinding also allows you to include an area map since people can spend more time reviewing it.

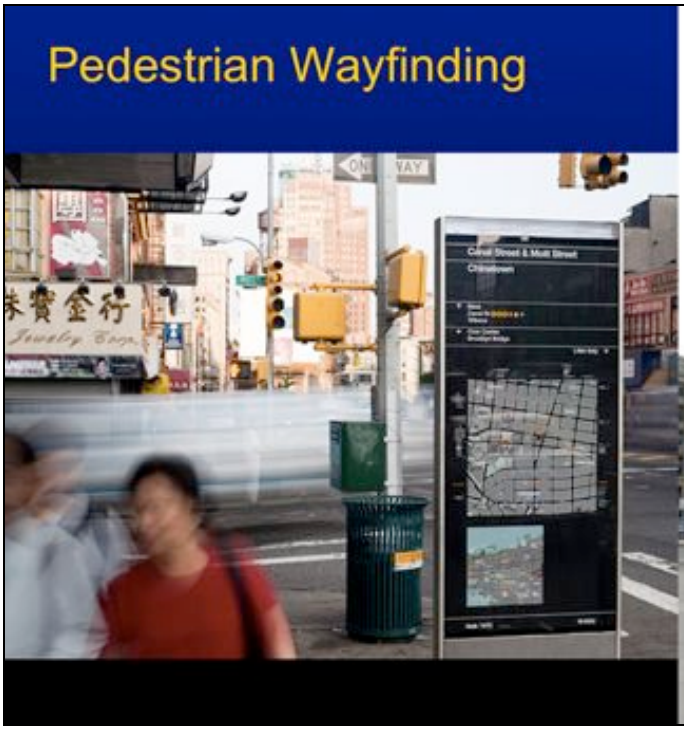
Bicycle Wayfinding (Right Way)

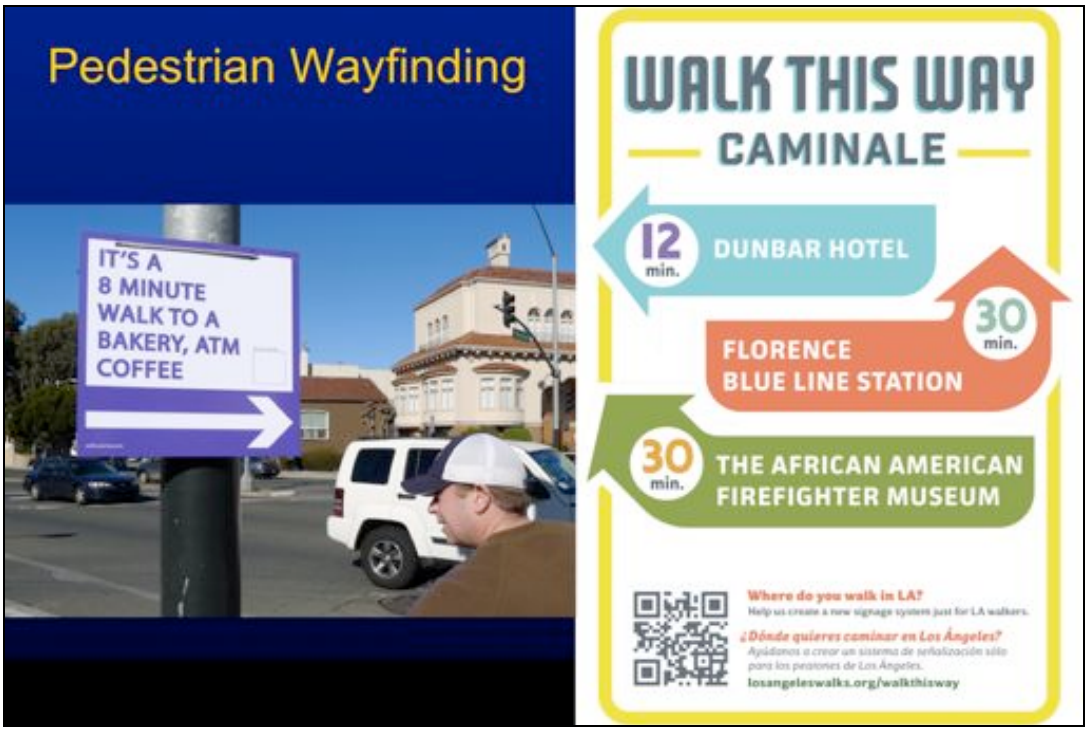


These signs from San Francisco use too much space for the route number, which most people don't pay attention to and don't provide useful information like destination and distance.

The result is that San Francisco has to use too many signs and they make for not very useful clutter.

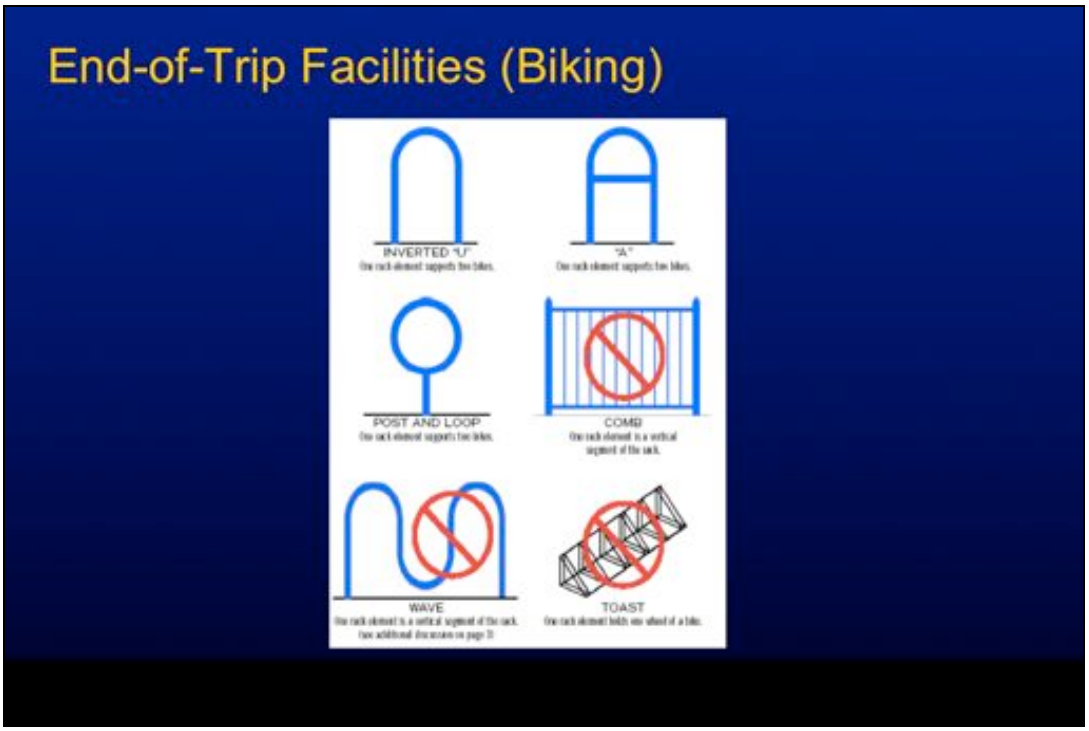
Pedestrian Wayfinding




Pedestrian Wayfinding
IT'S A
8 MINUTE
WALK TO A
BAKERY, ATM
COFFEE
WALK THIS WAY
CAMINALE
12
min.
DUNBAR HOTEL
30
min.
FLORENCE
BLUE LINE STATION
30
min.
THE AFRICAN AMERICAN
FIREFIGHTER MUSEUM
Where do you walk in LA?
Help us create a new signage system just for LA walkers.
¿Dónde quieres caminar en Los Ángeles?
Ayúdanos a crear un sistema de señalización sólo
para los peatones de Los Ángeles.
losangeleswalks.org/walkthisway

End-of-Trip Facilities (Biking)

- Public, short-term, onstreet parking
  - Show map of needs and proposed bike racks to fill those needs
  - Specify racks to meet standards



This is a graphic showing the best types of bicycle racks. There's one simple rule: two points of contact and the ability to use a U-lock to secure the bike. Simple racks are recommended.

That doesn't mean that bike racks have to be simple. Here's a set of racks designed by the Talking Heads lead singer David Byrne who's now a bicycle advocate in New York City

End-of-Trip Facilities (Biking)

- Garages and parking lots
  - Public parking garages and lots
  - Private commercial garages and lots (existing and new)
  - Private residential parking garages and lots (existing and new)

End-of-Trip Facilities (Biking)

- Transit access parking
  - staffed & unstaffed
  - racks
  - inside paid-area parking
  - on-demand lockers
  - limited access parking

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The right way (on left); the wrong way (on right).

Access to Transit

- Bike racks on buses
- Bikes on board vehicles
- Consider First Mile - Last Mile Connections
  - LA Metro First Last Mile Strategic Plan
  - TriMet Pedestrian Network Analysis Project (Portland OR)
  - VTA Pedestrian Access to Transit Plan (Santa Clara County)
- Other Issues?

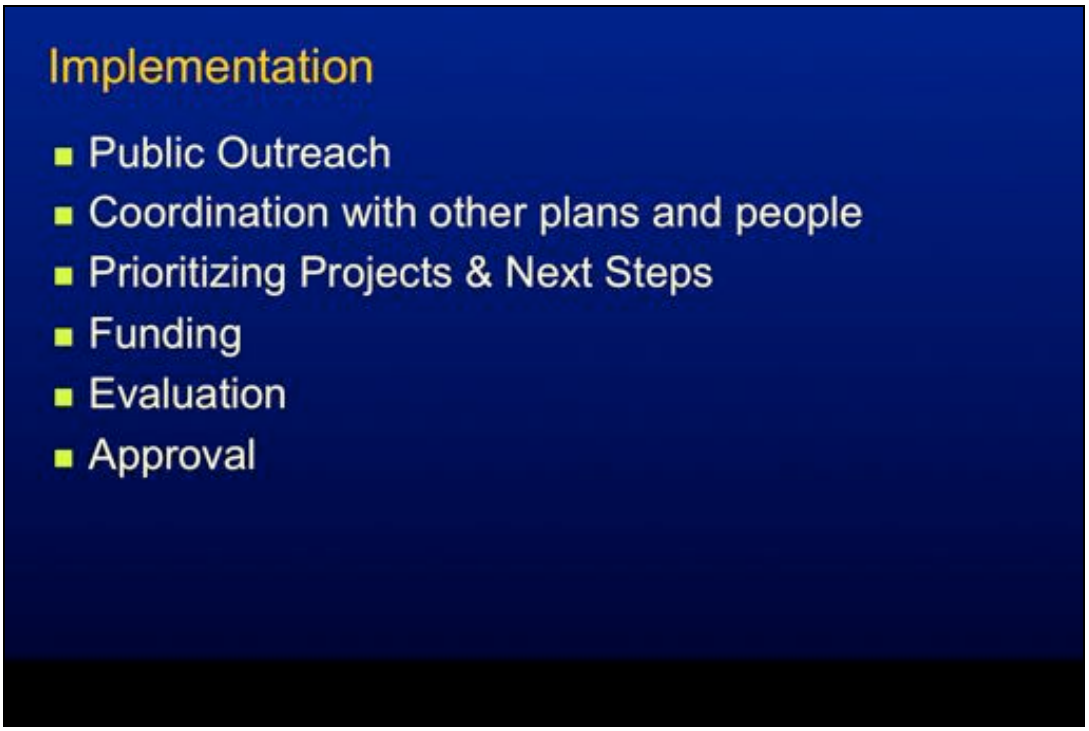
Federal Transit Administration Bicycle/ Pedestrian Policy (76 FR 52046)

- FTA funds may be spent on:
  - Pedestrian improvements **within ½ mile of transit stop**
  - Bicycle improvements **within 3 miles**

Don’t forget to maintain your trail. Poorly maintained trails are dangerous and can be a disincentive to riding or walking. Also, vegetation along the side of the road needs more aggressive trimming for bicyclng than it does for driving.

Maintenance

http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/fhwasa13037.pdf



On the implementation side all of these elements need to be addressed through your plan.


Questions/Comments?